

Intimation.

Powell's

Furnishing

Department

FIRST FLOOR

Alexandra Buildings.

CURTAINS

MADRAS MUSLIN
White and Ecoru
Frilled 2 Sides
52 in. 60 in. and 70 in.
wide
in various patterns.

FLOUNCED MADRAS
BRIDE BLINDS.
White and Ecoru
24 in. and 36 in. long.

HARNES MUSLIN
in
White and Ecoru
Frilled 2 Sides
in
Spot and Fancy Designs.

HARNES MUSLIN
in
White and Ecoru
unfrilled, 48 in. wide
various sizes of Spot and
Fancy Patterns.

PLAIN BOOK
Muslin Curtains Frilled
all round
3 1/2 yards long
in White and Ecoru
\$4.50 per pair.

LACE CURTAINS
in great variety in
White, Ivory and Ecoru.

POWELL'S

Alexandra Buildings

Hongkong, 25th May 1910.

Intimations.

REPARTICAO SUPERIOR DE FAZENDA DA PROVINCIA DE MACAU.

ANUNCIO.

NÃO se achando ainda adjuvado o ex-cozido de preparar opio, do qual se preparam em Macau, Taipa e Coloane e de exportar de Macau, faz-se publico nos termos de determinação Ministerial e do art. 156.º do Regulamento de Fazenda, de 3 de Outubro de 1901, que ao dia 15 de Junho próximo pelas 12 horas da tarde, se processará na sala das audiências desta repartição, perante a Comissão de que trata o citado artigo, a arrematação do exclusivo acima referido, pelo tempo de 3 annos, a partir de 1.º de Janeiro de 1911, até ao dia 31 de Dezembro de 1913, por meio de propostas em carta fechada, sendo a base da offerta \$500,000.

As condições para a licitação são as seguintes:

Art. 1.º As cartas serão entregues a Comissão no acto da abertura da praça, acompanhadas do documento comprovativo de ter sido effectuado na Agencia do Banco Nacional Ultramarino, como Caixa do Tesouro, o deposito de \$150,000, como garantia da oferta, importância que será restituída no dia seguinte ao do prazo, aquelles cujas ofertas forem rejeitadas.

Art. 2.º O deposito para a licitação revertirá a favor da Fazenda publica:

a) Se a proposta for concedida em termos diferentes dos expressos na condição 4.º

b) Se, feita a adjudicação, o adjuicatario se recusar a cumprir desde logo a importância do deposito definitivo para garantia do contrato ou a assignar o mesmo contrato.

Art. 3.º A carta-garantia do contrato será equivalente a um terço do preço da arrematação annual.

Art. 4.º A proposta será formulada nos seguintes termos:

Offerta de preço annual de \$..... pelo "exclusivo de preparar opio e de o vender preparado em Macau, Taipa e Coloane, e de exportar de Macau", sujeitando-se ás condições puestas no Repartição Superior de Fazenda e garantindo o contrato com \$.....

(Data e assignatura do proponente)

a) A proposta a que se refere esta condição pôde ser escrita tambem em caracteres chinezes.

Art. 5.º Não serão tomadas em consideração:

a) As propostas formuladas em termos diferentes dos expressos na condição 4.º

b) As propostas que forem apresentadas dez minutos depois da abertura da praça.

Art. 6.º Decorrido o tempo marcado na alinea b) da condição 5.º para a entrega das propostas, serão abertos pelo presidente da comissão, e lidas em voz alta, sendo em portuguez, pelo secretario da mesma Comissão, e em chinês pelo chefe da repartição do expediente unico, sendo em seguida puestas as concorrentes a feita a adjudicação ao proponente de maior oferta, devendo o vencedor de logo o deposito que constituir a caução do contrato, levando-se em seguida o competente termo.

Art. 7.º Havendo entre as propostas mais elevadas, duas iguaes, abrir-se-á licitação verbal entre os signatarios d'estas propostas.

Art. 8.º A caução para garantia do contrato deve ser em dinheiro e poderá ser depositada a ordem do governo a requerimento e sob responsabilidade unica do interessado, em qualquer banco, quando a comissão entender ser de reconhecido credito, recebendo o mesmo interessado os juros que o banco pagar o obrigando-se o arrematante, ou quem por elle cautionar o contrato, a entrar na Caixa do Tesouro, com igual quantia, dentro de 24 horas da lictação, que para isso receber, no caso de insolvencia ou falencia do mesmo banco.

Art. 9.º A comissão é revogada a faculdade de poder determinar a immediata transferencia do deposito para a Caixa do Tesouro, quando o intendido de segurança para a fazenda, sem direito a reclamação alguma por parte do arrematante, ou de quem por elle tenha prestado o deposito, pelos juros que perca ou por qualquer outro motivo.

Art. 10.º A comissão fica revogado o direito de não effectuar a adjudicação, se assim o entender conveniente.

Art. 11.º São inadmissíveis as fiances pessoais.

Art. 12.º Antes da abertura da praça, poderão os concorrentes submeter a apreciação da comissão, qualquer outra condição, além das previstas, bem como quaisquer modificação da que abaixo seguem. A comissão reserva-se o direito de approvar ou rejeitar essas condições ou modificação, em parte ou no todo, abrimdo em seguida a praça nas bases que, depois da sua apreciação, resolver.

As condições que têm de servir de base para o respectivo contracto definitivo, são as seguintes:

1.º O prazo da concessão será de 3 annos a contar da data do contracto definitivo prorrogaveis até 5 annos a requerimento do concessionario e com a approvação do Governo da Metrópole.

2.º O preço porque for feita a concessão, será pago em prestações mensaes adelantadas, em notas do Banco Nacional Ultramarino ou em libras esterlinas ao cambio do dia, prestações que se vencerão no ultimo dia do mez anterior a quella a que respectivamente.

3.º E concedida ao concessionario a mora de 3 dias no pagamento das prestações a que refere a cond. 2.ª antecedente.

4.º unico. Passado este prazo, o concessionario incorre na multa, pelas dias que faltarem ao referido pagamento, na taxa de 2% ao mez, sobre a quantia que deve ter sido entregue, podendo o Inspector da Fazenda propor a rescisão do contracto ao governador da provincia, e este rescindilo, quando esse pagamento se não effectue dentro do mez a que se refere a cond. 3.ª antecedente.

5.º O presente exclusivo de cozer opio e vendelo cozido é restricto á cidade de Macau, deudo as Freguesias do Cerco e da Barra, e ás povoações da Taipa e Coloane.

6.º E prohibido a todos os que não forem pelo concessionario, autorizados cozer opio ou vendelo cozido em Macau, Taipa e Coloane, sob pena de os infractores pagarem uma multa de cem mil patacas, sendo-lhes alem disso, confiscado todo o opio que lhes for encontrado, a multa e o opio serão divididos em partes eguaes pelo arrematante e pela fazenda.

7.º unico. Igual penalidade será applicada aos donos das embarcações que, de qualquer ponto venham trazer opio de Macau, Taipa e Coloane, como o referido artigo para venda.

8.º Para facilidade de fiscalização do consumo do opio, o concessionario poderá ter abertas ao publico até 80 casas, a serem lidas e o Governo da Provincia a facilidade de mandar arrematar e a casa em cada anno.

9.º O opio para consumo será sempre de boa qualidade, sob pena de o concessionario pagar multa de mil patacas por cada pataca de opio de má qualidade.

Intimations.

CIVIL MARRIAGE COMPULSORY.

UNHAPPY RESULTS OF "CHEAP MARRIAGES."

The Divorce Commission on 25th ult. took further evidence on the question of the need of better facilities for divorce for persons of humble means.

The principal witnesses were Judge Woodfall, of the Westminster County Court, and Mr. Cecil Chapman, the Tower-bridge Magistrate. Judge Woodfall argued that if jurisdiction were given to county courts it should be unlimited; and all persons who wished to bring their suits there should be able to do so irrespective of means.

It was a large subject, and he felt diffident in expressing any opinion on the principle, but he would say that it seemed strange, at this time of day, that a man living in Yorkshire, who wanted a divorce, should be obliged to come to London for it.

One thing which struck him was that this question of county-court jurisdiction in divorce had been treated as affecting only the working classes.

In his view, the working classes would form a very small proportion of those who would avail themselves of this new jurisdiction. He did not think that there was any demand amongst the working classes for local divorce jurisdiction.

JURORS WOULD "TALK IT OVER."

Divorce ought not to be made too cheap and easy, and some rules must be devised to check hasty action. Jurors should not be empanelled in divorce cases for the reason that they would be affected by local prejudices, and probably would have discussed in their clubs the state of affairs between husband and wife. He doubted whether, as matters stood now, county courts generally would have time to deal with the increased work, but he resented the inference that county-court judges were not competent to do it.

Mr. Cecil Chapman was satisfied that there should be local jurisdiction in divorce; but as divorce dealt with something in the nature of a criminal breach of a special contract, it could be more suitably sent to a special tribunal rather than to a county-court which dealt with ordinary breach of contract. He had in his mind stipendiary magistrates and recorders of cases which was quite peculiar to magisterial work, and he could not see any real distinction between separation and divorce in regard to unfairness of that supervision.

He did not think the number of stipendiary magistrates need be very largely increased in order to meet every case. The stipendiary magistrate for a city might have county jurisdiction in divorce, and suggested that an income of £150 a year should be the limit for persons resorting to these courts.

JURIES HALF WOMEN.

The empanelling of a jury, he thought, should be permissive, and the jury should be composed half of men and half of women. That would provide something in the nature of a deterrent. He often heard people say that a man would be ashamed to go into court if women were there to listen to what he had done.

Separation orders often led to reckless immorality on the part of men, and the economic dependence of women often led to reunion being effected by duress and necessity. He thought there should be permanent separation without divorce. Separation orders should be made for a fixed period, and if attempt at reconciliation failed should end in divorce.

He thought the reports of divorce cases should not go beyond general publication of the substantial facts. The publication of details was wholly bad, and disastrous results were brought about by young people reading such reports. When boys and girls were brought before him in cases of immorality it was a common occurrence for it to turn out that they had read together some of these cases.

Personally, he did not look upon divorce as the cause of disaster in matrimony, but as an index of disaster which had already occurred. He could not help thinking that the possibility of suing for divorce was the only way by which they would get a better ideal of married life. It would bring men to realise that they ought to behave with a sense of morality in married life.

Marriage ought to be looked upon as a social contract, and not as a sacrament, except by those people who really felt it to be so. For that reason, he would make it compulsory for everybody to be married at a registry office, and let the Church service be a thing apart, taken up only by those who believed in marriage as a sacrament. The clergy in his district, told him that the most scandalous marriages which ended in the greatest disaster were those which took place in churches which advertised cheap marriages. Boys and girls went in considerable crowds to those churches and married in a most thoughtless and reckless way.

A SOCIAL CONTRACT.

He believed if marriage was created as a social contract, entered into before a registrar, young men and women would look upon it as a contract entailing obligations which they had got to fulfil in quite a different way from the Church service, which created a sense of obligation only in the religious mind.

Mr. KILPATRICK. You think reckless marriages are the cause of a good deal of immorality?—Witness. I think so.

Which means, generally speaking, marriage at too early an age?—Generally speaking, certainly.

Is it not the generally accepted view that a marriage in church is considered more binding than one in a registry office?—I don't know whether it is the generally accepted view, but certainly it is in practice. It seems to me the scandal of a broken marriage is witnessed by the fact that it has been made under the same conditions of a Church service which has really no binding to the particular parties who have taken part in it.

The Commission of Enquiry will meet on Monday next.

THE COLOUR OF THE SEA.

The colour of the land is constant, and any yachtsman sailing along our South Coast knows the white of Kent, the yellow of Hampshire, the red of Devon, and the black of Cornwall. But the sea is more changeable than any chameleon. Its colour baffles eyes those who live on it. The schoolboy knows that the blue is largely a matter of reflection, and that a glass of sea water is colourless. Yet this is only a half-truth, for many seas have a colour of their own. The first puff of wind paints the surface with another hue.

Over the blue sea goes the wind, complaining. And the blue sea turns emerald as he goes. It smiles in response to a gleam of sunshine, it frowns in the shadow of a passing cloud, till, like the eyes of Swinburne's lady, it is The greenest of things blue.

The blues of things grey.

All attempt to define its colour in set terms is doomed to failure. It has its reputation to live up to. It has seen miles of the Mediterranean the hue of mud, yet will the poets of every land ever tire of praising the blueness of it? Some of these colour-names are based on fact. Thus the White Sea has its robe of ice; the Yellow its alluvial mud; but what of the Black Sea and the Red? The former, which the older Greeks rendered better by *Axeion* than by its later euphemism, is named for its sinister temper; the latter, perhaps, for the splendour of its sunset, but assuredly not for the colour of its waters. The tourist who looks to find crimson waves will traverse twelve hundred miles of disillusion between Suez and Aden. On the contrary, its water is of an intense blue. The baffling colour of the sea has been the theme of many writers, but its changing shades have been most convincingly appraised by an American writer, Professor Van Dyke, who, in his attractive book on "The Opal Sea," thus justifies his choice of adjective:—

"Green of emerald and aquamarine, purple of amethyst, blue of sapphire, rose of diamond, and gold of topaz, all have passed and repassed; and now, at sunset, with every colour fused into flame, the scarlet reflection of a cloud in the distant water gives the fire of the opal—the point of high light on its surface.

Ruskin might have written that of some Turner effect of blue water, and got even he could have come more palpably close to the elusive truth.—F. G. Afield in *Pall Mall Gazette*.

Intimations.

FOUNDED IN HONOUR.

No doubt you have seen in the such papers announcements as this—concerning some medicine or other—"If, on trial, you write that this medicine has done you no good, we will refund your money."—Now, we have never had reason to speak in that way concerning the remedy named in this article. In a trade extending throughout the world, nobody has ever complained that our medicine has failed, or asked for the return of his money. The public never grumbles at honestly and skillfully made *Opal*, or at a *medicinal* which really and actually does what it was made to do. The foundations of

WAMPOLES' PREPARATION

are laid in sincerity and hope, the knowledge of which on the part of the people explains its popularity and success. There is nothing to disguise or conceal. It was not dreamed out, or discovered by accident; it was *studied* out, on the solid principles of applied medical science. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Plant and Wild Cherry. This remedy is praised by all who have employed it in any of the diseases it is recommended to relieve and cure, and is effective from the first dose. In Anemia, Scrofula, Nervous and General Debility, Leucæmia, La Grippe, and Throat and Lung Troubles, it is a specific. It is precisely what it is said to be, and has won the confidence of the public on that basis. You may resort to it with a faith and hope that arise from the history of what it has done for others. Dr. Thos. H. Stucky says: "The continued use of it in my practice convinces me that it is the most palatable, least nauseating, and best preparation now on the market." One bottle proves its intrinsic value. "You cannot be *Opal* appointed in it." Sold by chemists throughout the world.

FRENCH STORE.

NOTICE.

We beg to inform our numerous customers and the public in general that we have been appointed Agent for the "CREME SIMON" and all Simon's Produce for Toilet Requisites, Perfumery, Powder, Soap, etc.

INSPECTION SOLICITED.

Hongkong, 21st January, 1910.

INSURANCE AGAINST MARRIAGE.

ANXIETY FOR ACTOR TO REMAIN SINGLE.

The underwriters at Lloyd's have been called upon to effect many strange and out-of-the-way insurance, but surely none stranger than to insure against the marriage of a popular "matinee idol."

The "New York Dramatic Mirror" says that Messrs. Cohen and Harris are applying to Lloyd's for a £10,000 insurance against the possibility of Mr. John Barrymore, a favorite American actor, getting married. Believing that a "star" married is a "star" married, they have entrusted an emissary with the necessary authority to try to insure Mr. Barrymore's single blessedness. Mr. Barrymore, who is appearing in "The Fortune Hunter" in America, is said to be the "ideal matinee idol."

WHEN THE RIGHT GUY ARRIVES!

For the purpose of obtaining the insurance, the "Dramatic Mirror" says Mr. Barrymore has made affidavits declaring he is not at present engaged and that he is not contemplating matrimony; but he has said also that a more insurance policy won't prevent him from marrying if he meets the Right Girl and she says "Yes."

"If I meet her, and she will have me," he said, in an interview, "not fifty thousand dollars nor fifty million will deter me from leading her to the altar. I come from a marrying family, and I think that if Lloyd's write this policy they will take a big risk. Personally, I think that an artist is injured in his work by marriage, but I consider a home and children the greatest things in the world, and superior to the finest art whatever. Marriage is a duty, but art to the artist is a more or less selfish pleasure."

The reason for the bold step of insuring Mr. Barrymore in this way is given by Mr. Sam H. Harris, who, in discussing the matter with Mr. Barrymore, is reported to have said: "If you marry and settle down, Jack, it will discount your drawing power with women 50 per cent. I figure that you clear us a hundred thousand dollars a year, so I ask for a premium based on the loss we would suffer in the event of your getting applied. If you married you would centre all your fascinations on one woman; whereas as now you aim to please all. Why you have had five desperate affairs of the heart, this season, and the result is that you are a romantic idol! While single every eligible girl feels that she has a chance, as, indeed, she has. Married, you are 'licked' sold."

A REMARKABLE RISK.

Inquiring of several brokers at Lloyd's yesterday, a "Morning Leader" representative could not glean tidings of the offer of this remarkable "risk" at present to underwriters at Lloyd's; but he was told that so many queer "risks" are offered and taken at Lloyd's that it is quite possible that it would be taken up. Insurance against such contingencies as a change of name, or a change of religion, or even a loss of reason, are not infrequently taken out, while insurance against loss of a marriage is quite commonplace.

Public Company

HONGKONG ICE COMPANY.

AN EXTRAORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the offices of the General Manager, Nippon, on MONDAY, 27th June, at 11 o'clock, to consider the proposed extension of the term of office of the directors.

JARDINE, MATHESON & CO., Ltd., General Managers.



FREE TRIAL.

TRY THE

ROYAL STANDARD TYPEWRITER

(VISIBLE)

Cost \$165 Little, Last Long. Will Always Give Satisfaction.

PHONE No. 482 and the machine will be at your office for free trial.

Repair to any Make of TYPEWRITERS.

GRAMAPHONES.

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and TYPEWRITERS FOR HIRE.

DRAGON CYCLE

BERGON

25, QUEEN STREET, HONGKONG.

JAPANESE MASSAGE.

MEIJI SHA,

GRADUATE OF KOBE MESSAGE SCHOOL.

ATTENDANCE AT PATIENTS' RESIDENCE.

No. 171, WANCHAI ROAD.

QUINTO FLOOR.

Hongkong, 19th June 1910.

CHINHAI BAY AS A NAVAL STATION.

STATEMENT BY REAR-ADMIRAL MIYAKO.

A Japanese naval station is to be established at Chinhai Bay, Korea, and the necessary works have been started upon this year, the estimate having been approved by the Diet during the last session. The following statement by Rear-Admiral Miyako, Commander of the defences of the bay, appears in the *Osaka Mainichi* translated by the *Japan Chronicle*:

"The name of Chinhai Bay has long been known to the public at home and abroad but very few people are familiar with the situation and physical features of the bay. It is almost equal in size to Tokyo Bay. The spot where the Japanese naval guards are at present stationed is called Syong-jin, a little remote village situated between the hills.

THE NAVAL STATION.

It is to be established in a small bay popularly known as Kendo, about eleven miles south of Masampo. Chinhai Bay has many historical associations. On the occasion of her invasion of Korea, the Emperor Jingoo chose the bay as the landing-place for her forces (this incident is not historical, but legendary), and when the Tatar army was sent to attack Japan [in the thirteenth century] the bay was made the basis of its operations. Hideyoshi also landed his forces there on the occasion of the invasion of the peninsula [at the end of the sixteenth century]. From the fact that the spot has been so frequently chosen as a base for aggressive operations,

AGGRESSIVE OPERATIONS.

It can be seen that the bay is admirably suited for the requirements of a modern naval station. The natural feature of the land, the climate, and the depth of water in the bay are all that could be desired. When complete accommodation is provided, it will make one of the finest naval stations in the world. It will be a particularly good place, from a climatic standpoint, for the training of officers and men.

A guard of blue-jackets has been stationed at Syong-jin, but

THE BARRACKS.

there stand just as they stood during the war, no improvements having been effected in the accommodation. There are no business offices, no official quarters, and no electric light. The absence of these conveniences might be put up with, but the roof of the barracks leaks, the interior is spoiled, and the place is scarcely habitable. Moreover, supplies of daily necessities are only brought by a Japanese warship, which occasionally calls in at the bay. The naval authorities are quite justified in appealing to the Diet for immediate attention to be paid to the improvement of the works on the bay as was done in the last session of the Diet.

THE JAPANESE POINT OF VIEW.

The place looks like an uncivilized land of a century or two ago, and the yards stationed there are practically useless. Kendo, where the naval station is to be established, is a barren district, and even now one cannot obtain food there. And one wishing the place has to take his food with him. Korean bandits are scattered about within a distance of about two miles. There are no roads and no houses at Kendo, and the place is uninhabited. In their scheme for establishing a naval station there, the authorities, as a preliminary step in the work, have planted 250,000 trees on the surrounding hills. At the same time a good

WATER SUPPLY.

has been sought for, for the purpose of constructing proper water-works. Immediately an estimate of ¥500,000 for the first stage of the work was approved by the Diet in the last session, the work of levelling the ground for the site of the barracks, the guard-room, torpedo station, and the Supply and Paymasters Office, was started. The removal of the naval barracks at Syong-jin will admit of no delay, as the building is so badly damaged that rain comes through the roof. The work of levelling the ground will be completed by the end of October next, and the

CONSTRUCTION OF THE NEW BARRACKS.

will be finished before the end of the year. Works required no less urgently are the construction of a coal dock and wharf, and these are now practically finished. The construction of the waterworks is now being pushed on. The estimate of ¥500,000 is not more than enough to meet the expenditure for preparing the ground for the various buildings which are to be erected. For converting the place into a perfect naval station, at least ¥100,000,000 will be required. With the existing naval stations, say Kure and Sasebo, the ideal naval scheme could not be realized to the full on account of the peculiar circumstances of the surroundings. At the Chinhai Bay naval station is to be established on barren, uninhabited land, the ideal naval scheme can be completely realized. It will be a perfect naval station, to which the latest naval scientific principles will be applied, without leaving anything undone which should be done."

Mr. Fujita, Japanese Consul at Bombay, and Mr. Segawa, Japanese Acting Consul-General at Canton, arrived at Kobe on the 15th instant by the N.Y.K. steamer *Mitsushima* from Hongkong, and proceeded to Kyoto on their way to Tokyo. Mr. Segawa was accompanied by his family.

THE master of the British steamship *Catherine* reports having passed a boy afloat in Lat. 14° N. and Long. 122° 21' E. on 21st June, 1910. The boy was green in colour, with a conical pipe and diamond, red. It was in good condition and apparently had not long been afloat.

THE salvage steamer *Proctor*, Captain Christensen, returned to Manila from Royal Captain Shoal, off Palawan, in the north last. The *Proctor* said that all traces of the *Albatross* were gone and that the vessel had died off the reef, and was sunk in 200 fathoms. The *Proctor* will remain in the bay for several weeks.

COMMERCIAL.

June 25th, 1.00 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. R. S. Kadoorie & Co.:

Alliars	.....	61/-
An, le-Javas	.....	Tls. 18
AEJ & Ynlays	.....	28/9
Balgownie	.....	19
Batu Tigas	.....	—
Bertams	.....	—
Bukit Kajang (pp)	.....	—
Bukit Kajang	.....	—
Carey Uniteds	.....	25/- prem.
Castlefields	.....	125/-
Changkat Serdang	.....	—
Cheras	.....	130
Damansara	.....	170/-
Eastern Internationals	.....	23/6 prem.
Fed. Selangors	.....	—
Glenahly	.....	53
Glenahly	.....	—
Goldcorps	.....	138/-
Golden Hopes	.....	—
Highlands and Lowlands	.....	136/6
Indragiri	.....	530
Inch Kenneths	.....	—
Jequiers	.....	—
Jonglandors	.....	—
Kamunings	.....	83/- prem.
Kuala Lumpur	.....	195/-
Landros (fully paid)	.....	—
Landros (ppd.)	.....	—
Labus	.....	—
Laburs	.....	95/-
Linggis	.....	61/6
London Asiatics	.....	16/3
London Ventures	.....	7/-
Merlimans	.....	—
Pajamas	.....	161
Pegohs	.....	243
Rubber Trusts	.....	46/- prem.
Sagittas	.....	—
Sandycrofts	.....	510
Sapongs	.....	—
Seafields	.....	—
Sekongs	.....	37/6 prem.
Shelfords	.....	75/3
Singapore & Johores	.....	523
Sumatra Paras	.....	13/-
Sungei Chohs	.....	120/-
Sungei Kapars	.....	183
Tandjongs	.....	55/- prem.
Tangkahs	.....	27/6 prem.
Tongkahs	.....	5/- prem. nom.
Uta Rontu	.....	—
United Serdangs	.....	132/6
United Singapore	.....	52
United Sumatras	.....	117
United Langkats	.....	—
Para Rubber	.....	10/- per lb.

MAY NUMBER RETURNS.

PROOF LIMITED: 3,261 lbs.

HONGKONG'S PROSPERITY.

FINANCIAL MAGAZINE'S VIEW.

The prophets that foretold that with the opening of more and more Chinese ports to trade Hongkong would forfeit the proud position she now occupies, are now found to be in the wrong; and a perusal of Commander Basil Taylor's report on the shipping and trade of Hongkong shows that the prosperity of Hongkong is unabated, writes *Capital and Commerce* in a leading article. It is true that the Chinese ports will take more and more of the trade of the empire, but at the same time it must be understood that commerce and industry is also developing at a pace, which China never knew of before. Hongkong possesses

UNRIVALLED ADVANTAGES

as a centre of distribution, and considering the fact that she has held her position for several decades, we shall not be far wrong when we say that for several decades to come she will hold her proud position as the premier distributing centre in South China.

A glance at the report, extracts from which was published in these columns, shows that the trade was in 1909 Hongkong had still a measure of prosperity which was denied to many another port in the Far East. The rise of Hongkong is only a part of a marvel. The shipping of the port has increased fourfold during the last two decades, and a brief reference to the statistics will show that trade has been increasing by leaps and bounds.

What is the SECRET OF HONGKONG'S SUCCESS?

Besides her natural position and advantages, eminently suited to be a great distributing centre, there are more vital facts, clear thinking will go to prove, have contributed to maintain her in her present proud position. It might be possible to find another place which possesses perhaps greater natural advantages. It might be possible to spend huge sums of money and construct harbour-works, magnificent buildings and what not, just as the Russians, in a measure successfully, did in Dalny. All these will not go far when the Government is incompetent, the officials are rapacious, and there is no impartiality in the judicial tribunals. Hongkong became prosperous because of the Government, which stood

SYNCHRONOUS WITH LIBERTY

for any one who came to reside in her shores, liberty for the producer, liberty for the consumer, and freedom of movement for all.

On the advent of the day when the Government of a single city in China is able to stand comparison with that of Hongkong, Hongkong may fear a competitor. Docks, harbours, and cities, however many China may build, the Chinese trader himself will prefer to do his business only from such safe havens as the British Colony. The successful growth of trade in China is synchronous with good government, and the port under foreign control used fear no competition from Chinese ports for at least a few decades to come.

FREIGHT MARKET.

Messrs. Lamke and Rogge write, in their fortnightly freight report of the 25th inst. as follows:—When writing our last freight report our market was firm though inquiries had generally fallen off. The fortnight under review has, however, quite against all expectations presented a very mischievous and the business effected is very much smaller than that of the preceding period. At the close the market is exceedingly quiet.

Salgo/Hongkong.—Owing to heavy imports of grain from Haiphong and Bangkok arrivals have met with a declining market, and chartering operations from Salgo to this have been suspended, except that an occasional boat has been taken up. There being also very little doing in other directions, rates have in consequence dropped from 25 cents to 18 cents again, which latter figure can be taken as the closing rate.

Salgo/Hankow.—As anticipated fresh business has resulted in the fixture of another steamer at last rate paid, i.e. 35 cents, and we hear of regular liners also getting a good deal of rice from here to North China ports and Japan.

Salgo in other directions, no further charters are reported.

Bangkok.—Owing to temporary small arrivals of paddy from the interior liners are sufficient to supply present wants. The strike of Chinese coolies at Bangkok on account of the increased poll-tax is not yet settled, and we have another boycott here. Local buyers of Bangkok rice not being satisfied as to the credit allowed started a boycott promptly, and as godowns are filled a number of steamers are receiving very poor despatch.

It is to be hoped that the parties concerned will soon come to some satisfactory arrangement; should this not be the case, we will no doubt see renewed activity from Salgo to this.

Newchwang/Canton. Only one fixture is on record at last rate paid.

The North reports very little demand and rates all round declining. Yangtze River to Canton, nothing doing.

Coal Freight from Japan have also weakened. Latest fixtures have been as follows:—Mitsui/Hongkong \$1.80, Hongkong/Shanghai \$2.15, Hongkong/Osaka \$2.15, Haiphong/Canton \$1.25, Labuan/Loilo \$1, Straits Currency, Palo Lau/Singapore \$2.10, and Moji/Hongkong medium sized vessels \$1.80, whereas large carriers have been chartered in London at lower figures.

Time-Charters.—A few steamers have been taken up, all of them are for cattle trade. S.S. *Hsin Shen* two months at \$5,000, S.S. *Dovre* three months at \$3,000, and S.S. *Spar* prompt delivery, two months at \$5,000 per month.

Sales.—The small German s.s. *Huangho* has been sold to Manila to replace the *N. S. del Pilar*, which vessel sank quite recently off the Coast of Mindoro. We hear also of the German s.s. *Singora* to Japan. She is now in port and is to be delivered very shortly. Terms in both instances are kept private.

Sail Tonnage loading or to load. For Baltimore and New York Brit. barque *Editha*, 2,950 tons net, reg. to load in September/October. Brit. ship *Jutopola*, 2,050 tons net, reg. to load in November/December.

Sail Tonnage Disengaged.—Brit. barque *Arrow*, 1,700 tons net, reg. arrived 20th May. Departure of Sailers.—None.

YARN MARKET.

Hongkong, 24th June.

Since the issue of our last report, the yarn market has been very quiet with nothing doing. On the last occasion, we reported that a large business had been transacted, the local dealers having bought heavy cargo at cheap rates. They have since been endeavouring to dispose of their extensive stock to country buyers, the large stock of undispensed holding in their hands accounting for the natural reaction in the volume of business done. At the beginning of the fortnight, a trivial business was put through at last quotations. The Shanghai market continues listless and has had the effect of preventing local dealers from sending cargo to Northern ports, the Chinese dealers being in a comparatively helpless condition owing to the absence of Northern buyers. The Indian market is reported steady. Holders are keeping aloof and watching the market. At the close, the market is quiet and there is nothing doing.

Total sales 800 bales.

Unsold stocks 14,000 bales.

Sold but undelivered in the godown and to arrive 44,000 bales.

Nos. 68 & 88.—No demands even at cheap rates.

Nos. 101 & 101.—A nominal business has been put through.

No. 125.—Nothing doing.

No. 161.—One mill has done business.

Arrivals.—The mail str. *Dalla* and extra str. *Perla* and *Ceylon* from Bombay, and str. *Loring* from Calcutta have brought in 11,132 bales for Hongkong, and 3,700 bales for Shanghai; no shipments from Hongkong to Shanghai, and Coast ports.

Shanghai.—Continues dull, the same conditions prevailing as have obtained during the last two months.

Japanese Yarn.—No. 205 declined \$1. Sales, 250 bales at 55¢.

Local Mill.—Nothing doing.

Raw Cotton.—Owing to the higher rates prevailing there has been nothing doing in Bengal. About 500 bales Bengal have been shipped for the Japanese market. Stock, 250 bales Bengal only. Quotations:—Bengal \$3 10/100, 35¢ and Chinese \$3 10/100.

Ropes, T/T, 134¢, Ropes, D/D, 134¢. Sterling, D/D 1/10 9/16 Sterling, 1/10 1/10 11/16. Bar Silver 24¢. Shanghai, T/T 1/10 1/10 11/16.

POLYMERIZATION BY KOTWAL.

OWN & YARN MARKET.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. R. S. Kadoorie & Co. write on 24th inst.:—The market for local stocks has been fairly active but with the exception of a rise in China Sugars and Canton and Macao Steamship, prices have undergone very little change. A smart rise in the price of Shell Transports must also be recorded.

Rubber.—The week has been a quiet one with a steady undertone but closes with a distinct improvement in prices following the rise in the raw material, which is now quoted 10/- per lb. for Fine Hard Para.

Banks.—Hongkong and Shanghai Banks have been dealt in at the improved rate of 3945. The price at Home after receding to 28815/- has recovered to 28910/-. Nationals are unchanged and can be placed at 275.

Marine Insurance.—Cantons have again been bought at 1777. Unions show signs of strengthening, and close with buyers at 3820. North Chinas have risen to Tls. 115. Yangtzes are in demand at \$200.

Fire Insurance.—China Fires have been the medium of a fair business. The market, however, is easier and shares are obtainable at 1141. Hongkong Fire advanced to 3550, small sales at this price having taken place.

Shipping.—Hongkong, Canton and Macao Steamboats have again been largely dealt in, sales as high as \$33 being reported. At the close, however, the market is not quite so strong, and shares could probably be had at 5121. India Chinas have ruled rather quiet during the week but a few transactions have been put through at 556. London comes unchanged, viz. 24. 5/- for the Preference shares and 23. 5/- for the Ordinary. Both Douglas Steamships and China Mail are quiet at quotations. Star Ferries are still quoted at 224 for the old shares and 214 for the new. Shell Transports have experienced a smart rise; sales at 93/- and 92/- took place in the early part of the week, but the market quickly advanced here in sympathy with the improvement in London and a large business has been transacted at rapidly rising rates—101/- being now the closing buying rate. Holders of Bearer Warrants are reminded that Coupon "No. 14" if now payable, representing the sum of 3/6 (viz. 2/6 final dividend for 1909 and 1/- interim for 1910).

Refineries.—China Sugars have further improved to 568. Luxos continue neglected.

Mining.—Rauhs are offering at 87 and sales at lower rates are reported. Chinese Engineering and Mining Co. are obtainable in the North at Tls. 174. Oriental Consolidated have risen to 41/- in London. Headquarters are inquired for at par.

Docks, Wharves, and Godowns.—Hongkong and Whampoa Docks have had a further set back and have been parted with as low as 52. Shanghai Docks are still offering at Tls. 78. Kowloon Wharves are also easier with a few shares obtainable at 57. Shanghai and Hongkong Wharves are unaltered at Tls. 118.

Land, Hotels and Buildings.—Hongkong Lands have been dealt in to a small extent at par but buyers predominate. Kowloon Lands are still inquired for at 331. Shanghai Lands are the same at last week, viz. Tls. 107. Hongkong Hotels, both old and new shares, continue at previous quotations. West Points have been parted with at 537, but there are buyers at the rate.

Cotton Mills.—Hongkong Cottons are obtainable at 56. Ewos, according to latest advice by wire are offering in the North at Tls. 122. Other Northern Mills by mail advices are also lower and are as follows:—Lao Kung Mows Tls. 70, Internationals Tls. 62 and Boy Chees Tls. 240.

Miscellaneous.—Forced sales of Green Islands have brought the market down to 37. China Providents have been booked at 38. Electrics are wanted at 190 after sales at 210. China Lights are out of favour at 54. Ropes are asked for at 52, but there are no shares offering under \$1. Dairy Farms can be had at 190, while buyers offer 19. Watsons are inquired for at 157. Steam Laundries can be placed at 351 ex the dividend of 50 cents just paid. Langhats advanced to Tls. 1480 but close with sellers at Tls. 1460. Sumatras have weakened to Tls. 240.

Rubbers.—A spasmodic demand has emanated from Singapore but little business has resulted. Singapore and Johores has been done at 49 and Glenahly at 21.80 to 23. Balgownie can be obtained at 59. Pajamas are quoted 364 nominal and Pegohs have been sold at 512. Sandycrofts are steady at 539. In London stocks, United Sumatras have changed hands at 17/6 and London Ventures at rates ranging from 5/6 to 7/1. Kinnings have been done at 8/6 premium and Clarkfields at 130/-.

Batu Tigas are quoted 100/- with probable buyers at 107/6. There are local sellers of U. Serdangs at 132/6. Bertams have gone to London at 216.

Exchange.—The Bank's drawing rate on London is 1/9 9/16 on demand and the T.T. rate on Shanghai is 741.

The passengers and crew of the liner *Mongolia* which arrived at Manila on Sunday morning from San Francisco had the unique experience of a severe earthquake. The big liner was off the Pescadores and it was 1.23 on Friday afternoon when the first shock came. It gave the huge craft a jolt that startled every one on board. Some thought that the vessel had touched bottom, others that there had been a collision with a whale or a piece of submerged wreckage, others that the tail shaft had snapped off.

The s.s. *Rip* sailed from Isabela de Basilan during the week with a full cargo of lumber and hemp for Iloilo, Cebu and Manila. There were more than 750,000 board feet of lumber from the Port Banga; Lyon and Bertrons mill, and a large amount of general cargo, including such heavy, 100,000 board feet of the lumber was consigned to San Francisco by the Port Banga mill. *Mongolia* is now in the yard of the Midland mill to all the *Rip* and *Rip* is in addition to give the other

To-day's Advertisements.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APCAR,"
Captain G. F. Hudson, will be despatched for the above ports on THURSDAY, the 30th inst., at Noon.

For Freight or Passage, apply to
DAVID SASSOON & CO. LIMITED,
Agents.
Hongkong, 25th June, 1910. [45]

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

JAPAN-CHINA-AUSTRALIA LINE.

FOR YOKOHAMA AND KOBE.

THE Steamship

"GOELENZ,"
Captain H. Raegener, will leave for the above places TO-DAY, the 25th June, at Midnight.

This splendid Steamer is specially fitted for Passengers and is installed throughout with Electric Light.

A fully qualified Surgeon and Stewardess are carried.

For Freight or Passage, apply to
NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 25th June, 1910. [7]

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GOELENZ,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd of July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd of July, at 9.30 A.M.

All claims must reach us before the 6th of July, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 25th June, 1910. [7]

Writes the *Englishman*:—His Highness the Rajah of Sarawak wears a halo of romance and a curious public is always available. The Rajah has now given his reasons why the happy land of Sarawak is what it is. His Highness ascribes the prosperity of his dominions very largely to the absence of lawyers and missionaries. He has followed the policy of his distinguished predecessor and excluded lawyers from the courts of Sarawak. The missionaries are also not allowed to carry on proselytizing work among the people of Sarawak, who are Mohammedans. According to the Rajah of Sarawak, lawyers are not necessary to the well-being of a State. And we have all along been taught to regard them as the pillars of a State. In some works of law, it is laid down that no well-constituted State can exist without lawyers. Sarawak is perhaps an exception to the general rule.

Events Coming:

Tuesday, 28th June.

V. R. C. annual meeting, 5.45 p.m.

Monday, 4th July.

Hongkong Ice Co. extraordinary meeting, noon.

Wednesday, 6th July.

Licensing Board meeting, 2.15 p.m.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

[7]

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V. R.

Shipping—Steamers.

CANADIAN PACIFIC
- RAILWAY CO.'S
Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 11 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailing: from Hongkong and St. John, N.B., etc.

(Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, JUNE 25TH.	"ALLAN LINE" FRIDAY, JULY 22ND.
"EMPRESS OF INDIA" SATURDAY, JULY 16TH.	"EMPRESS OF IRELAND" FRIDAY, AUGUST 12TH.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	
"EMPRESS OF JAPAN" SATURDAY, AUGUST 6TH.	"ALLAN LINE" FRIDAY, SEPT. 2ND.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	"EMPRESS OF IRELAND" FRIDAY, SEPT. 23RD.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.

"Empress" Steamers will depart from Hongkong at 6 p.m. 12 noon. 12 noon. Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus. Passengers booked to all the principal points in Canada, the United States and Europe, also around the world.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 10/10/.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route. R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 14/5.

Via New York 14/5.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. W. CHADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	"KWONGSANG"	TUESDAY, 28th June, Noon.
TIENSIN	"CHONGSHING"	FRIDAY, 1st July, 4 P.M.
SHANGHAI, KOBE & MOJI	"NANSANG"	FRIDAY, 1st July, Noon.
MANILA	"YUENSANG"	FRIDAY, 1st July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	WEDNESDAY, 6th July, Noon.
MANILA	"LOONGSANG"	FRIDAY, 8th July, 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Kunming," "Nansang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.,

Telephone No. 215. Hongkong, 25th June, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	To Sail
SHANGHAI	"LINAN"	26th June, Daylight.
HAIPHONG	"SINGAN"	27th June, Daylight.
NINGPO, WEIHAIWEI, CHEFO & NEWCHOWANG	"PAOTING"	28th June, 4 P.M.
MANILA	"TAMING"	28th June, 3 P.M.
CEBU & LOILO	"SUNGKIANG"	28th June, 5 P.M.
SWATOW, AMOY & SHANGHAI	"KWEILIN"	28th June, 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SANDU."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED

FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Antai, Chien, Linan, Chien, etc.)

with excellent passenger accommodation, Electric Light throughout and Electric Fans in the

Stateroom and Dining Saloon. Leave Hongkong for Shanghai direct every Thursday and

Sunday, taking cargo to through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning

sailings. A Company's launch leaves Mowat Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment

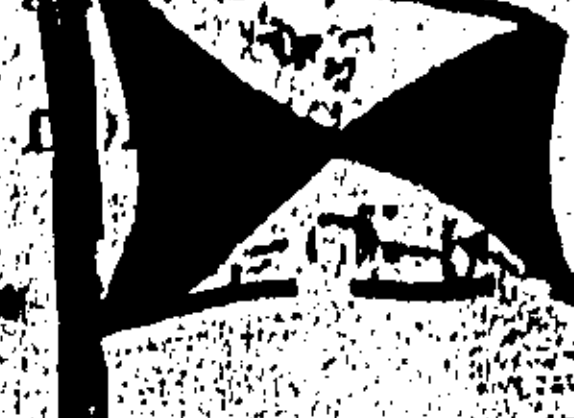
at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Telephone No. 56.

Hongkong, 25th June, 1910.



HONGKONG-MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
LAURO	1,100	R. Rogers	MANILA	SATURDAY, 25th July, at Noon.
STUB	1,100	A. Fraser	MANILA	SATURDAY, 16th July, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO.

Telephone No. 100. Hongkong, 25th June, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

—AND—

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.) Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBAYASHI YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	6,051	WEDNESDAY, 29th June, at Noon.
TACOMA v. KEELUNG, MOJI, KOBAYASHI YOKOHAMA	"SEATTLE MARU" Capt. F. Saito	6,182	WEDNESDAY, 13th July, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TASMU v. SWATOW & AMOY.	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 26th June, at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"CHOSHUN MARU" Capt. T. Suruga	THURSDAY, 30th June, at 10 A.M.
ANPING via SWATOW and AMOY	"JOSHIN MARU" Capt. Y. Yamamoto	WEDNESDAY, 6th July, at 10 A.M.

Special Reduction of 20% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair speed. Superior passenger accommodation. Electric light throughout. First-class

cuisine.

The newly built steamers, "CHOSHUN MARU" and "BOJUN MARU"—

First-class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 24th June, 1910.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"KAWACHI MARU" Capt. H. Peterson, Tons 7000 "AKI MARU" Capt. K. Kawara, Tons 7000 "MISHIMA MARU" Capt. A. E. Moses, Tons 9000	MONDAY, 27th June, at Noon. WEDNESDAY, 6th July, at Daylight. WEDNESDAY, 20th July, at Daylight.
VICTORIA, B.C., & SEATTLE	"SADO MARU" Capt. S. Hirodhal, Tons 7000	SATURDAY, 16th July, at Noon.
VICTORIA, B.C., & SEATTLE	"INABA MARU" Capt. K. Kawara, Tons 7000 "TAMBA MARU" Capt. K. Sato, Tons 7000	TUESDAY, 19th July, at 4 P.M. TUESDAY, 16th July, at 4 P.M.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"YAWATA MARU" Capt. T. Sekine, Tons 9000 "NIKKO MARU" Capt. M. Yagi, Tons 6000	FRIDAY, 8th July, at Noon. FRIDAY, 5th August, at Noon.
BOMBAY via SINGAPORE AND COLOMBO	"TOSA MARU" Capt. Y. Nomura, Tons 6000	WEDNESDAY, 29th June, 5 P.M.
SHANGHAI, MOJI & KOBE	"WAKASU MARU" Capt. N. Nielson, Tons 7000	WEDNESDAY, 6th July.
KOBE and YOKOHAMA	"ASUTSU MARU" Capt. Wm. Thompson, Tons 6000	THURSDAY, 7th July, at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	"NIKKO MARU" Capt. M. Yagi, Tons 6000	WEDNESDAY, 6th July, at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class.....\$120 \$110 \$100 \$90

2nd .. \$80 \$70 \$60 \$50

With option of rail between calling ports in Japan.

* Fitted with new system of wireless telegraphy. † Cargo only. ‡ Carries deck passengers

(Through Passenger Tickets issued to the Principal Offices in the United States, Canada

and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS

and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passages, Sailings, etc., apply to the Company's

Local Branch Office at Palace Buildings, First Floor, Queen's Road.

T. KURUMOTO

Shipping—Steamers.

FOR SINGAPORE, PENANG AND

CALCUTTA.

Taking Cargo on through Bills of Lading to

Rangoon, Madras and Mauritius.

THE Steamship

"ARRATON APCAR."

Captain W. D. A. Thomas, will be despatched

for the above Ports on MONDAY, the 27th

June, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED.

Agents.

Hongkong, 24th June, 1910.

[445]

"SHIRE" LINE OF STEAMERS,

LIMITED.

FOR LONDON, ROTTERDAM AND

ANTWERP.

THE Steamship

"BRECONSHIRE."

Captain Tomlinson, will be despatched

above on 28th June.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Agents.

Hongkong, 17th June, 1910.

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EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Timor, Port Darwin, and Queens-

land Ports, and taking through Cargo

to Adelaide, New Zealand,

Tasmania, &c.)

THE Steamship

"EASTERN."

Captain McArthur, will be despatched at above

on MONDAY, the 27th June, at 10 A.M.

This well-known Steamer is especially fitted

for passengers, and has a Refrigerating Com-

partment which ensures the supply of Fresh

Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the

Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—To insure the additional comfort of

passenger the steamer of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 24th June, 1910.

[426]

HONGKONG-BOSTON AND

NEW YORK.

THE Steamship

"CATHERINE APOAR"

having arrived from the above Ports, Con-

signees of Cargo are hereby informed that their

Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel

will be landed at once, at Consignees' risk and

expense.

Cargo remaining on board after 4 P.M. of the

15th inst. will be subject to rent.

Consignees of Cargo from SINGAPORE

and PENANG are requested to take IM-

EDIATE DELIVERY of their Goods

from alongside, such Cargo impeding the dis-

charge of the vessel will be landed and stored

at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the

undersigned.

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 23rd June, 1910.

[456]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND

STRAITS.

THE P. & O. S. N. Co.'s Steamer

"DELTA."

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Godowns at Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark,

and delivery can be obtained as soon as the

Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. "Maldiva."

From Persian Gulf, ex B. I. S. N. and B.

& P. S. N. Co.'s Steamer.

Optional Goods will be landed here unless

instructions are given to the contrary within

6 hours.

Goods not cleared by the 15th inst. at 4 P.M.

will be subject to rent.

No Fire Insurance will be effected by us in

any case whatever.

Damaged Packages must be left in the

Godowns for examination by the Consignees

and the Company's representatives at an

appointed hour.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	AT PREMIUM ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	130,000	\$135	\$135	\$1,500,000 \$11,000,000 \$350,000	\$203,688	\$2 1/2 for half year ending 31.12.09 @ ex 1910 = \$25.11	4 1/2 %	\$945 sales \$89.15/-
National Bank of China, Limited	99,925	17	16	\$4,000 \$300,000	\$30,552	\$1 (London 3/6) for 1908	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$25,000 \$250,000	none	\$10 for 1908	6 %	177 1/2 sellers
North China Insurance Company, Limited	10,000	115	15	Tls. 233,000 Tls. 233,318 Tls. 245,388	Tls. 107,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 120
Union Insurance Society of Canton Limited	12,400	\$250	\$100	\$2,000,000 \$12,400 \$105,340	\$187,984	Final of \$20 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	6 %	\$120
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$4,000,000 \$294,405 \$199,204	\$727,517	\$12 for 1908 and interim of \$3 for 1909	7 %	\$100
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$550,548 \$61,168	\$418,406	\$6 and bonus \$2 for 1908	7 %	\$114
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	\$1,400,000	\$416,218	\$5 for 1908	8 %	\$350 sales
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$15	\$25	\$57,743 \$250,000 \$300,000	Dr. \$3,777	\$1 1/2 for 1906	...	\$7 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$200,000 \$250,000 \$250,000	nil	2 1/2 for year ending 30.6.1908	...	\$31 1/2 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$120,000 \$120,000 \$120,000	\$20,766	Final of \$1 1/2 for account 1910	8 %	\$32 1/2 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	15	15	\$10,000 \$240,000	113,755	\$6 for 1907 on Preference shares only @ 1 1/2 for 1910 = \$3.75	...	\$66
Do. Do. (Deferred)	60,000	15	15	\$240,000	113,755	\$6 for 1907 on Preference shares only @ 1 1/2 for 1910 = \$3.75	...	\$66
"Shell" Transport and Trading Company, Limited	1,000,000	1	1	\$200,000	192,994	\$3 1/2 in. of 2/- per sh. (comp. No. 13) making in all 4/- for '08 & interim of 1/- for acc. '09	5 %	101 1/2 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$71,810 \$62,081	11,559	A dividend of 7 % for year ending 30.4.1910	4 1/2 %	\$24 1/2 sellers
10,000	\$10	\$10	\$5	\$62,081	11,559	A bonus of 5 % for year ending 30.4.1910	3 1/2 %	\$24 1/2 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$200,000 \$8,610	Dr. \$9,090	\$10 per share for 1909	5 1/2 %	\$168
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$115,891	\$1 for 1897	...	\$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,000	Tls. 10 for year ending 31.3.09	...	Tls. 82 1/2 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	\$215,000 \$24,490	1,435	Final of 1/6 making 3/- for 1909	9 %	Tls. 17 1/2 sellers
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year	...	Pa. 10
Raub Australian Gold Mining Company, Limited	150,000	18/10	18/10	\$4,371	none	\$1 per share 13th dividend	5 %	\$7 sales
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	none	none	Final of Gold \$6.65 for 1909 in all G \$1.15	...	47/-
Docks, Wharves & Godowns	18,000	\$35	\$35	\$25,275	Dr. \$8,460	\$1.75 for year ending 31.12.06	...	\$10
Penwick (Gen.) & Co., Limited	18,000	\$35	\$35	\$25,275	Dr. \$8,460	\$1.75 for year ending 31.12.06	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	50,000	\$150	\$50	\$550,000 \$31,093 \$40,000	\$204,847	\$1 1/2 for 1909	4 1/2 %	\$57 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$22,000 \$21,000	\$12,765	Interim of \$1 1/2 for account 1909	...	\$53 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,245	Interim of Tls. 2 1/2 for 1910	6 1/2 %	Tls. 78 sales
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	Tls. 607,337 Tls. 50,000 Tls. 125,000	Tls. 9,222	Final of Tls. 4 for 1909	7 %	Tls. 117 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	35,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 4,314	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 102 sellers
Central Stores, Limited	10,123	\$15	\$15	\$1,000	\$24,011	\$1.10 on old and 60 cents on first new issue	8 %	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$10	\$10	\$61,075	\$1,277	\$2.60 on old shares and 1.50 on new shares	2 %	\$107 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$250,000	\$27,900	Final of 3/- for account 1909	7 %	\$100 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$220,045	\$5,471	45 cents for 1909	6 %	\$8 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$269	\$1 1/2 for 1909	8 %	\$52 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,525,045 Tls. 30,000	Tls. 65,969	Final of 6 % bonus Tls. 1 for 1909	6 1/2 %	Tls. 120
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,958	Final of \$1.85 for account 1909	8 1/2 %	\$39 sales & 2
COTTON MILLS.								
Two Cotton-Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 5	Tls. 250,000 Tls. 40,098	Tls. 10,991	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 122 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$1	\$240,000	\$9,553	50 cents for year ending 31.7.08	8 %	\$6 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,272	Tls. 7 1/2 for year ending 31.9.09	12 %	Tls. 62
Lao-tung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,820	Tls. 6 for 1909	7 %	Tls. 70
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	Tls. 31,173	Tls. 16,173	Tls. 25 for 1909	10 %	Tls. 240
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,004	12/6	12/6	\$1,500 \$40,000	2648	15 % per share for 1908	...	\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	NIL	60 cents for 1909	6 %	\$10 1/2 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$61,228	10 cents for year ended 28.2.06	...	\$14 sellers
Do. Do. Special shares	10,000	\$1	\$1	none	12,602	80 cents for 1909	9 %	\$14 sellers
China Provident Loan & Mortgage Company, Ltd.	15,000	\$10	\$1	\$100,000 \$1,000	12,602	80 cents for 1909	9 %	\$14 sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000 \$13,000	\$1,890	\$1.20 for year ending 31.7.09	6 1/2 %	\$19
Green Island Cement Company, Limited	400,000	\$14	\$10	\$50	\$4,900	Final of 40 cents making in all 75 cents per share for 1909	10 %	\$7 sales & 2
H. Price & Company, Limited	12,000	\$10	\$10	\$50	\$670	24 per cent. vis. \$140 for 1909	10 %	\$14 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$1	none	\$11,798	A dividend of \$1.30 per share and a bonus of 10 cents	6 %	\$19 1/2 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$250,000 \$40,000	\$7,616	Final of \$3 for 1910	6 %	\$160 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	Tls. 247,500 Tls. 67,500	\$4,176	Final of \$1 making in all \$2 for 1910	9 %	\$20
Matuchappi tot Mij, Bosch - on Landbouwplaatje in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 67,500 Tls. 67,500	Tls. 116,682	2nd interim dividend of Tls. 12 1/2 for 1910	4 1/2 %	Tls. 1,480
Peak Tramways Company, Limited	25,000	\$10	\$10	\$20,000	\$5,014	80 cents on fully paid shares and 8 cents on 3/- paid shares for year ending 30.4.10	5 1/2 %	\$14 1/2 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	none	Pa. 18,640	None	5 %	\$14 buyers
Philippine Company, Limited	75,000	\$10	\$10	none	Pa. 18,640	None	5 %	\$14 buyers
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	2 %	Tls. 240 sellers
Societe des Pulpes et Papieries du Tonkin	13,200 (Benefit shares 1,200)	50 Halpung Nonla	25 Currency	none none none	none none none	First year	...	\$15 sellers \$100 Hong currency
South China Morning Post, Limited	6,000	\$125	\$25	none	Dr. \$11,096	None	...	\$15 buyers
Steam Laundry Company, Limited	20,000	\$25	\$5	none	\$127.86	10 % for year ending 31st May 1910	17 %	\$1 ex div. b
Union Wharves Company, Limited	50,000	\$10	\$10	\$11,050	none	60 cents for year ending 31.12.08	8 %	\$1 s. & 7 b.
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$40,000	\$242	60 cents per ord. share for year ending 31.5.09	5 %	\$14 1/2 sellers
Watkins Limited	10,000	\$10	\$10	none	\$1,041	25 cents for 1909	...	\$1 sellers ex div.
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$200,000 25,000	12,011	None	...	\$14 buyers
William Powell, Limited	15,000	\$7	\$7	none	\$782	None	...	\$1 sellers

Intimations
COMPANIA GENERAL DE
TABACOS.
DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL \$1,000,000.



"LA FLOR DE LA ISABELA."

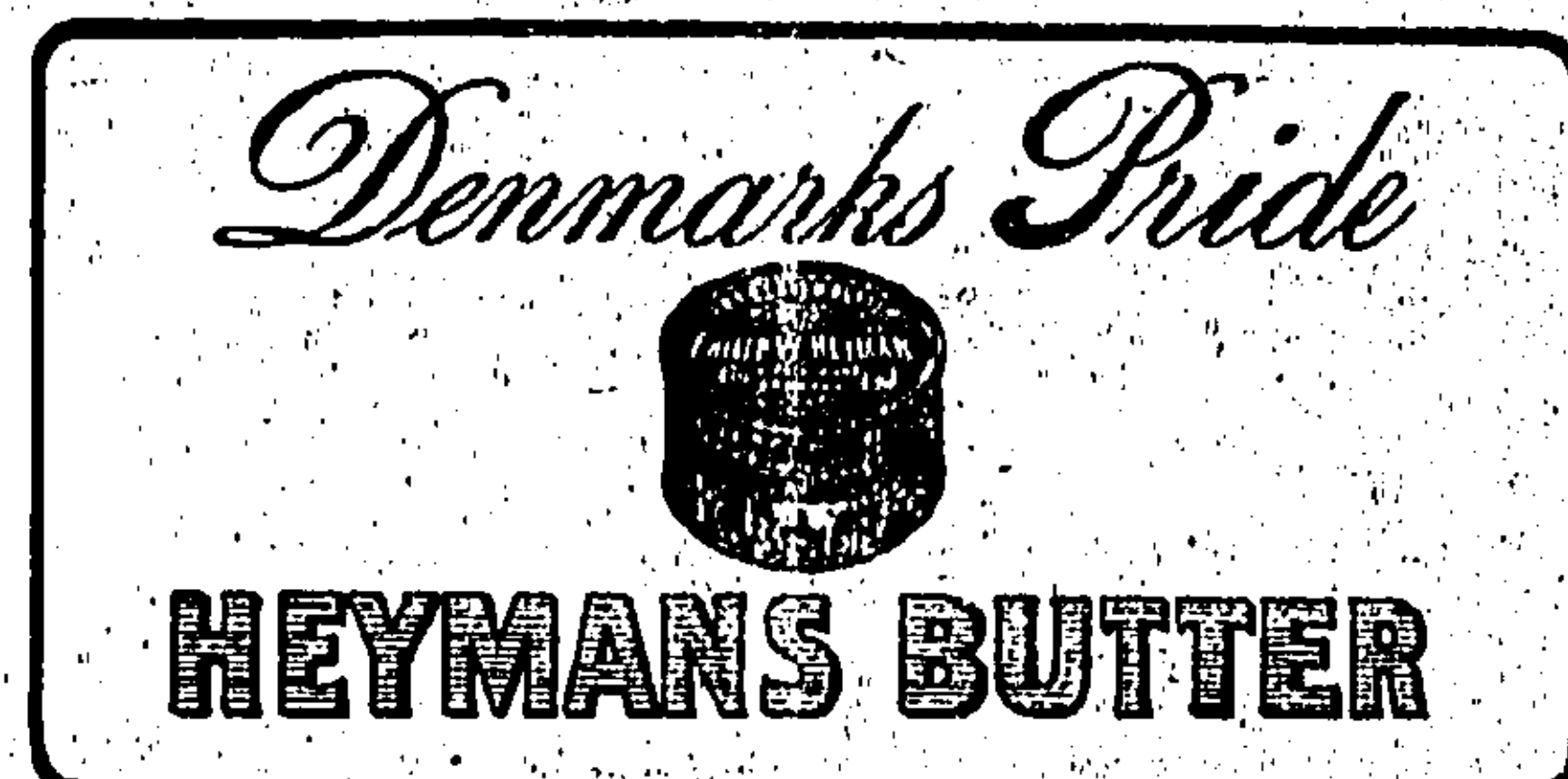
High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.
AGENTS.



SIEMSEN & CO., Sole Agents.

• 49

Hotels.

BELLE VIEW HOTEL.

Telephone No. 907.

SHAUKIWAN ROAD.

The Bar of this hotel is temporarily closed pending the transfer of the License to sell intoxicating liquors.

MAK NAM WOON,
(Proprietor.)

Hongkong, 5th June, 1910.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER

Telephone and Tolls: none

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Intimations.

F. BLACKHEAD & Co.,

**SHIPHANDLERS, SAILMAKERS
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.**

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUEUR SCOTCH WHISKY.

**EVERY KIND OF
SHIP STORES AND REQUISITES
AT WARE IN STOCK**

UNIQUE PRICE

A TOO STABLE

LEIGHTON HILL ROAD,
(next to No. 1, Police Station).

HAS established a **SHOEING FORGE** at Leighton Hill Road where **Horses and Ponies** can be shod by **EXPERIENCED SHANGHAI FARRIERS** by arrangement. Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

PRICES:
At the Stables or anywhere in Hongkong,
\$3 per animal.
At Kowloon, \$3 per animal.
A TOO STABLE,
Leighton Hill Road
Hongkong, 31st March, 1910. (179)

LEE YEE
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS CIGARETTES
AND
TOILET REQUISITES
FOR SALE

14 D'ARVILLE STREET
HONGKONG